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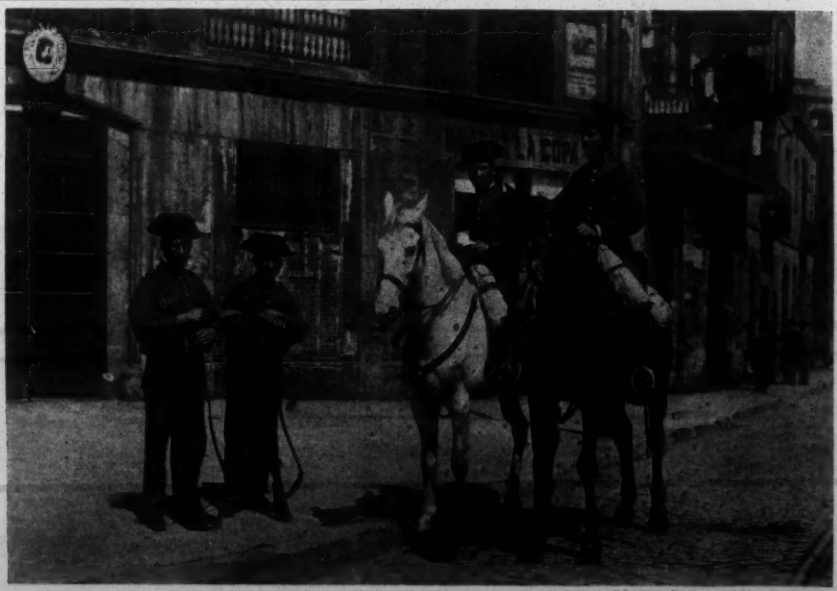
Contents for Week of December 8, 1930. Vol. IX. No. 21.

1. Bogota: Colombia's Remote, Progressive Capital.
2. Terceira: Island Air-Mail Station of the Future.
3. Oysters: the World's Oldest Sea Crop.
4. Barcelona: Restless and Flower-Decked.
5. Lyons: Once Capital of Celtic Gaul.



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MEMBERS OF THE GUARD IN BARCELONA

These romantic-looking gentlemen are standing in front of a police station, ready to start on their rounds. They are State officers, distinct from the municipal police and always work in pairs (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Bogota: Colombia's Remote, Progressive Capital

THE one hundredth anniversary of the death of Simon Bolivar, liberator of five nations of South America, will be observed beginning December 17 by all five: Colombia, Venezuela, Peru, Ecuador, and Bolivia. One of the most impressive of the celebrations will be held in Bogota, capital of Colombia, the country in which Bolivar resided at the time of his death.

Airplane Has Made City Accessible

As the crow flies, Bogota is not as remote from the Caribbean coast as Columbus, Ohio, is from the Atlantic seaboard. But until the airplane came Bogota was one of the out-of-the-way places of the Western Hemisphere, seldom visited by the average traveler.

Until recently it took a week to reach the city by boat and rail. To-day, seaplanes plying between the Caribbean coast and the capital make the trip in as many hours as it formerly took days. The boat and railroad trip is nearly 850 miles; the air route covers about half that mileage.

River Steamer and Railway on Usual Route

If the traveler has plenty of time and prefers the old route, he sails up the Magdalena to the head of navigation of the lower river. A railroad coach then is boarded for a trip around a series of rapids, at the upper end of which a small boat waits to transport passengers and freight to Girardot, the "port" of Bogota. A railroad connects Girardot with the capital city.

Bogota is a city of about 185,000 people, perched a mile and a half above sea level, on a sloping plateau in the Andes. It is only 300 miles north of the Equator, but the city's climate is cool and comfortable. On the plateau the torrid breezes from the Andes valleys meet the chilly blasts from the snow-capped peaks above.

A handsome railroad station gives the land traveler a splendid first impression of the capital, while throughout the city one comes upon fine government, school and business buildings.

Bolivar Is Honored

Plazas and parks, many of which are ornamented with statues and flowering gardens, dot the city. One of the principal plazas is named for Bolivar, and a bronze equestrian statue of the famous liberator is mounted on a granite pedestal in the center.

When the Spaniards arrived in Bogota in the sixteenth century the Chibcha Indians held sway. The natives fled, and to-day there is little evidence of their occupation of the city's site. Spain released her hold on Colombia more than a century ago, but Spanish customs are indelibly marked upon the city and its people. Spanish is spoken, Spanish architecture predominates, and many families are proud of their pure Spanish blood.

Some streets are so narrow that even the two-story buildings flanking them form small canyons. Nevertheless, they accommodate street cars.

Called Athens of South America

Fine educational institutions have earned for Bogota the title "Athens of South America." Travelers cannot ride many city blocks without passing schools

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CORN STACKS IN THE AZORES RESEMBLE GIGANTIC BUNCHES OF BANANAS

Much of the land of the islands is controlled by wealthy land-owners, who lease it and collect an annual rental of from $5 to $15 on each "alqueire," the Portuguese unit of land measure in this district, which is less than the American acre. The Azores must have had their St. Patrick as well as Ireland, for there is only one species of reptile, a lizard, found in the islands (See Bulletin No. 2).

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Terceira: Island Air-Mail Station of the Future

SERIOUS discussions of plans for establishing an air-mail line between Europe and North America by way of the Azores Islands and Bermuda have been taking place between American and British airplane operating companies. Such a service would probably make use of the air field on Terceira Island, the Azores, construction of which was recently begun by the Portuguese Government.

Air Field First Ultra-Modern Influence

Terceira, situated off the usual path of tourist travel, has hitherto been little affected by modern ways. From the air the island presents a panorama of an agricultural area. Except for its egg-like shape and irregular rim, its 175 square miles resemble a checkerboard with squares of various hues of green and brown. These squares are the well-kept orange and lemon groves, vineyards, grain fields, vegetable gardens and cattle pastures which, with the splendid fisheries off the coast, keep the Terceirans in food and spending money.

The traveler must mingle with the natives on the streets of villages and towns that dot the island and bounce with them over gracefully winding roads in springless oxcarts to get the genuine "atmosphere" of Terceira.

Angra, the capital of Terceira, and largest city on the island, was the capital of the Azores until the early part of the last century. Since then it has seen few changes. From Angra Bay, the town presents a splash of color—clusters of white houses with emerald green, vermillion and blue tile roofs, nestling snugly at the base of massive gray fortress walls that, in the heyday of the city's political power, made the capital safe from attack.

Oxcart Is National Vehicle

Even the scows and rowboats dotting the Angra anchorage are graceful in line, painted in bright colors, and adorned with artistic designs. A cargo hoist and parked automobiles lend a modern touch to a traveler's first "close-up" of Terceira. On the main street, however, a dozen 1930 models of American automobiles in pastel shades would not distract his attention from the native fruit vender whose bewhiskered, sun-tanned face, under a colorful stocking cap, has smiled so long and continuously that smile wrinkles deeply mark his countenance. The peddler leads a drowsy donkey whose slow movements seem to protest against a burden of baskets of oranges, lemons, pomegranates and bananas.

Goat carts and sheep carts that any American boy would like to own, weave in and out of Angra traffic. The little fellows draw riders several times their size and weight, and loads of grain and other produce tax the strength of their frail legs.

From the number of oxcarts seen on Terceira one gains the impression that this is the "national vehicle" of the island. With bodies like huge, woven reed wash baskets, set between two thick crude wheels, they are seen on all the island highways. In wine-pressing season, the "wash baskets" often give way to wine barrels.

Women Wear Grandmothers' Dresses

Some of the main streets of Terceira villages are paved with pumice blocks and flanked with neat gutters. Beyond the gutters are smooth pavements of mosaics.

or colleges. There also is a university, botanical garden, naval observatory, library and museum.

Fertile lands in adjacent valleys produce tropical fruits and vegetables, while the mountains offer products of cooler zones. Along market aisles are huge piles of bananas, and hampers of avocados, limes, potatoes, prickly pears, cherries and pineapples.

Coffee is a major product of the Bogotá region. Cotton and woolen cloth are manufactured in the capital, flour is milled, and all sorts of leather goods, including shoes, are made.

Bulletin No. 1, December 8, 1930.

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THIS GENIAL BAREFOOTED AZOREAN IS A FRUIT VENDER

The wicker hampers borne by his donkey contain many varieties of semi-tropical fruits, including figs, oranges, bananas, pomegranates, lemons, grapes, apricots, and perhaps a few of the delicious hothouse pineapples for which the islands are famous and which sell in the London markets for four or five shillings each. Note the Chinese lanterns which festoon the trees, indicating that this is the Espirito Santo festival season (See Bulletin No. 2).

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Oysters: The World's Oldest Sea Crop

WITH the setting in of cool weather the oyster-dredging season is in full swing in Chesapeake Bay, the body of water that is more important in the oyster industry than any other in the world.

Concerning oysters and oyster dredging, Dr. Hugh M. Smith, former United States Commissioner of Fisheries, in a communication to the National Geographic Society, says:

"Oysters are the most popular and most extensively eaten of all shellfish; economically, they are the most important of all cultivated water products and, with the single exception of the sea herrings, the most valuable of all aquatic animals.

"The oyster crop of the world at the present time amounts to over twenty-two million bushels and is valued at nearly $20,000,000. Of this output, the share of the United States is about four-fifths of the quantity and approximately two-thirds of the value. Of the remaining portion the greater part belongs to France.

Eastern and Southern States Lead

"In any consideration of the world's oyster industry the United States necessarily receives first and most prominent mention, for there is no country in which oysters occupy a more important place. The output here is larger and more valuable than elsewhere, and the relative importance of oysters compared with the total fishery product is greater. Furthermore, among the leading oyster-producing countries the cost of oysters to the consumer is least and the per capita consumption is greatest in the United States.

"The seven leading oyster states, each of which produces over a million bushels annually, are Maryland, Virginia, New Jersey, Rhode Island, New York, Mississippi and Louisiana.

"The body of water which produces more oysters than any other body of water in the United States, or, in fact, in the whole world, is Chesapeake Bay. Statistics of the oyster industry show the preponderating importance of the bay: an output of over seven and three-fourths million bushels, valued at $4,460,000 or 35 per cent of the quantity and 22 per cent of the value of the entire oyster crop of the United States.

China's Early Oyster Culture

"Oysters have been under culture longer than any other shellfish and, indeed, than any other water creature. A simple type of cultivation, with the formation of artificial beds, flourished in China at a very remote period and probably antedated by some centuries the inception of oyster culture in Italy, about the year 100 B. C.

"At least one hundred species are known, with a rather wide range in size, shape, habits, flavor, and food value. Some excellent species exist in the equatorial and sub-tropical regions, but the best occur in temperate climes. The northern limits of their habitat are the Gulf of St. Lawrence and southern Norway in the Atlantic, and Hokkaido and Puget Sound in the Pacific.

"Oysters produce an immense number of young in order to compensate for the heavy mortality that occurs at all stages of growth, but particularly in the early months. It is an astonishing biological fact that in some species of oyster each sex is represented by a different individual, as in the oyster of the Atlantic coast of

Now and then the black and white blocks spell a name familiar to the islanders, or form a beautiful design.

After he has glanced at those who tread the mosaics, it would be hard to convince a stranger that Terceira is about midway between Paris and New York on the popular transatlantic air lane, for these two fashion centers have had no influence on native styles.

A young girl with upthrust head proudly tells her friends that her grandmother, or perhaps her great-grandmother, owned her voluminous, ankle-length frock and the bright-colored scarf that covers her dark hair. The black, nun-like capote and capello (cloak and hood) also are commonly seen on the island.

Makers of men's shoes are not in demand on the island; for the wrinkled fruit venders, the sellers of sweet meats, the draymen, the longshoremen, and in fact nearly all the peasant men—even those bound for the festival—wear no shoes.

Bulletin No. 2, December 8, 1930.

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VERY YOUNG OYSTERS ("SPAT") ATTACHED TO THE INSIDE OF AN OYSTER SHELL

The planting of suitable material, such as old shells, gravel, etc., to which young oysters may attach themselves after the free-swimming stage, is an exceedingly important branch of the oyster industry, for any of the young falling on mud or sand are lost (See Bulletin No. 3).

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Barcelona: Restless and Flower-Decked

BARCELONA, city of birds and bull fights, flowers and fashions, recently was the scene of another disturbance—an event more noteworthy to the outsider than to the native Catalan, who is as inured to such occurrences as Tokyo is to its minor earthquakes.

So normal are its occasional uprisings and riots that the city has two kinds of police. One kind, the "urbanos," attract immediate attention by their red coats and walking sticks. They are charged only with the regulation of traffic and with directing strangers about their beautiful city.

The other kind, the "carabineros," usually are mounted, go armed, stand at police crossings and other strategic points; and theirs is the duty of putting down any incipient uprising. Seldom do these attain great importance.

Barcelona's grim fortress, on a rocky hill at its harbor entrance, frowns upon the stranger; but its broad, colorful, lively streets welcome him most graciously. It is a city of pictures, as it was when Washington Irving described it. The years have not robbed it of its charms, but they have brought factories and noisy traffic.

The more fashionable streets have a tree-lined promenade for pedestrians in the center, and on the outside of the trees are the highways. Here the struggle of the old and the new is epitomized in the automobile, the horse-drawn carriage, the "mule bus," which is just what its name implies, and the donkey carts with the exceptionally small animals of Spanish breed.

Women in Many Fashions

Women frequent the streets as they do nowhere else in Spain; and on the Rambla, Barcelona's Fifth Avenue, stroll ladies with faces half-hidden by mantillas, others in smart walking suits and Parisian hats, and still others, native peasants, with picturesque velvet garb and their long, baggy caps.

Gipsy bands play here and there, and a silver plate is passed about, not apologetically, but rather proudly. Even the beggars are respectful, but not abashed. However, the most unusual sight of this street is the array of bird venders. Other cities, even our own San Francisco, have flower stalls in like abundance; but nowhere else, perhaps, are birds so highly thought of that the pedler does a thriving business selling them on the streets.

Writing Booths Busy

On many lesser streets one encounters tiny compartments which suggest a row of telephone booths. These are writing compartments, and there is no more embarrassment in patronizing them than in going to a public stenographer at an American Hotel.

Even amid the sights and scenes of a street one's attention ultimately is attracted by a house of the so-called Catalonian style which, at first, may look like a distortion of a mirror of many curves. A longer inspection of many a fine Barcelona home discloses that the curved and crooked lines, and bevel effect at each window tier are purposely designed, and admiration is elicited by the delft tiles in variegated colors which appear below the roofing.

A gruesome but interesting place in Barcelona is its cemetery where sleep the dead in tiers, as in a filing cabinet, labeled and subject to removal if their rent is not

North America; while in other species both sexes are united in one individual—the male stage alternating with the female, as in the common oyster of the Atlantic coast of Europe.

Attacked by Many Enemies

"The human animal is not the only one that looks with favor upon the edible qualities of the oyster. At every stage in its career it is attacked by a horde of dangerous enemies, some of which are most destructive after the oyster has put on its stoutest armor and would seem to be almost invulnerable. Before it becomes attached, the delicate oyster fry is extensively consumed by adult oysters and various other shellfish, as well as by fishes like the Menhaden, which are able to strain their food from the water. When the oyster attains its shell, a new set of shellfish enemies, provided with drills, begin their attacks and extract the soft parts through minute holes. In some localities various snail-like mollusks do immense damage to the beds of oysters in their first year."

Bulletin No. 3, December 8, 1930.

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AMONG ALL GREAT NAMES IN SOUTH AMERICAN HISTORY, NONE IS ABOVE THAT OF SIMON BOLIVAR

With officials of the Venezuelan Government, Colonel Lindbergh visited the beautiful tomb of the Liberator, which stands in the National Pantheon at Caracas. Upon it he placed a wreath with a ribbon bearing the legend, "From Colonel Charles Lindbergh to the memory of General Simon Bolivar" (See Bulletin No. 1).

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Lyons: Once Capital of Celtic Gaul

LIVES were lost and historical landmarks slid into oblivion when in mid-November a part of the steep hill of Fourvière suddenly dropped into the old town section of Lyons, third city of France. The Chemin Neuf, an ancient road dating from 1562, and the old Hotel Petit Versailles, which served as an inspiration to Rabelais for many of his writings, were among the casualties.

The City's Three Parts

Lyons, like the Celtic Gaul of which it was once capital, is divided into three parts, each with a strongly marked character of its own. The Central Town, which includes the hotels, shops, and silk mills, runs northward along a peninsula from the junction of rivers Rhône and Saône. The New Town, east of the Rhône, is built on a regular plan. Around a working class center radiate regular avenues, with the fine homes of the wealthy merchants in the suburbs. The Old Town, west of the Saône, huddles beneath the lofty Fourvière Hill. It is a district of ramshackle brick and timber buildings and narrow, twisting streets.

Fourvière Hill, scene of the disaster, towers some 900 feet above the rest of the city, commanding a sweeping view of Rhône Valley and, on clear days, even the distant Alps. The hill itself is a spur of granite, on which, during the glacial period, a moraine of the Rhône glacier was deposited. Heavy rains are believed to have undermined buildings and houses which were perched like swallows' nests on the loose earth of the hillside.

Lyons is the center of the silk industry of France and one of the great silk manufacturing cities of the world. In and around Lyons more than 90,000 silk looms are at work, employing some 150,000 hands. The city has suffered from floods and political disturbances in recent years, but the silk industry has flourished steadily.

City Has Noted Mayor

Much of the autochrome, or natural-color photo work, of the world is processed in Lyons. In addition, metal works, chemical works, potteries and soap factories keep its half million inhabitants busy.

Lyons is renowned among French towns in that it has had a mayor who has become a national and international figure. But this man's reputation was not built solely as mayor of Lyons. French custom permits city officials to retain their local offices while serving in the higher stations of the government. So Edouard Herriot, Lyon's mayor, has been prime minister twice, member of both houses of the French parliament, and he has represented France in the League of Nations.

The Hospice de l'Antiquaille, one of the buildings menaced by the recent landslides, occupies the site of the Roman praetorian palace on Fourvière Hill. It is among the buildings and churches which are brightly illuminated during the evening of the Feast of the Immaculate Conception, December 8. Near the Hospice is the imposing Basilica of Notre Dame, and a 275-foot miniature of Eiffel Tower.

Bulletin No. 5, December 8, 1930.

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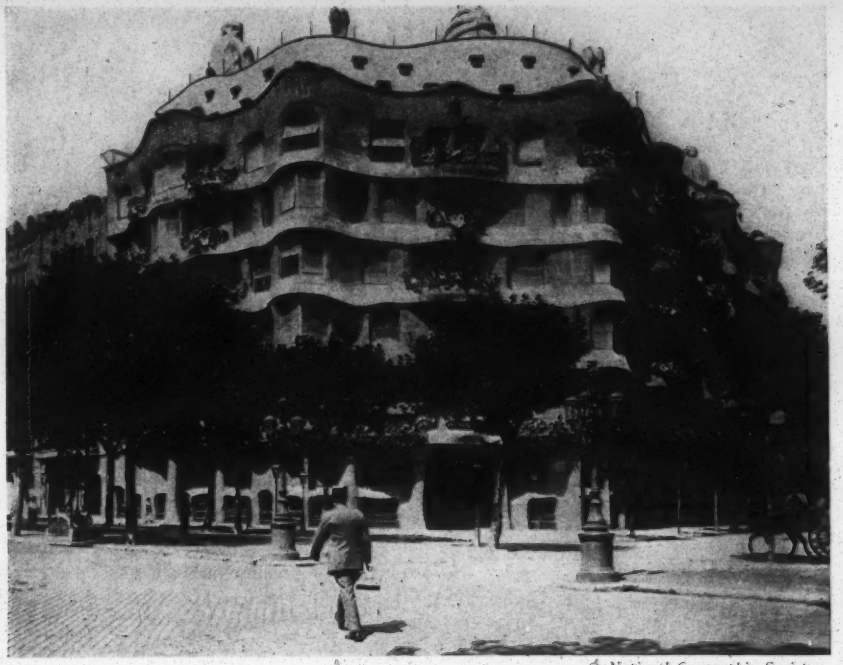
paid. One walks through an aisle with row upon row of apertures, and he notes above each a niche upon which is carved the name of the occupant, whose death compartment is leased annually by his family. In these niches some token or flower often has been placed; in the ones which mark the resting place of a child a toy or a doll sometimes is deposited.

Bulletin No. 4, December 8, 1930.



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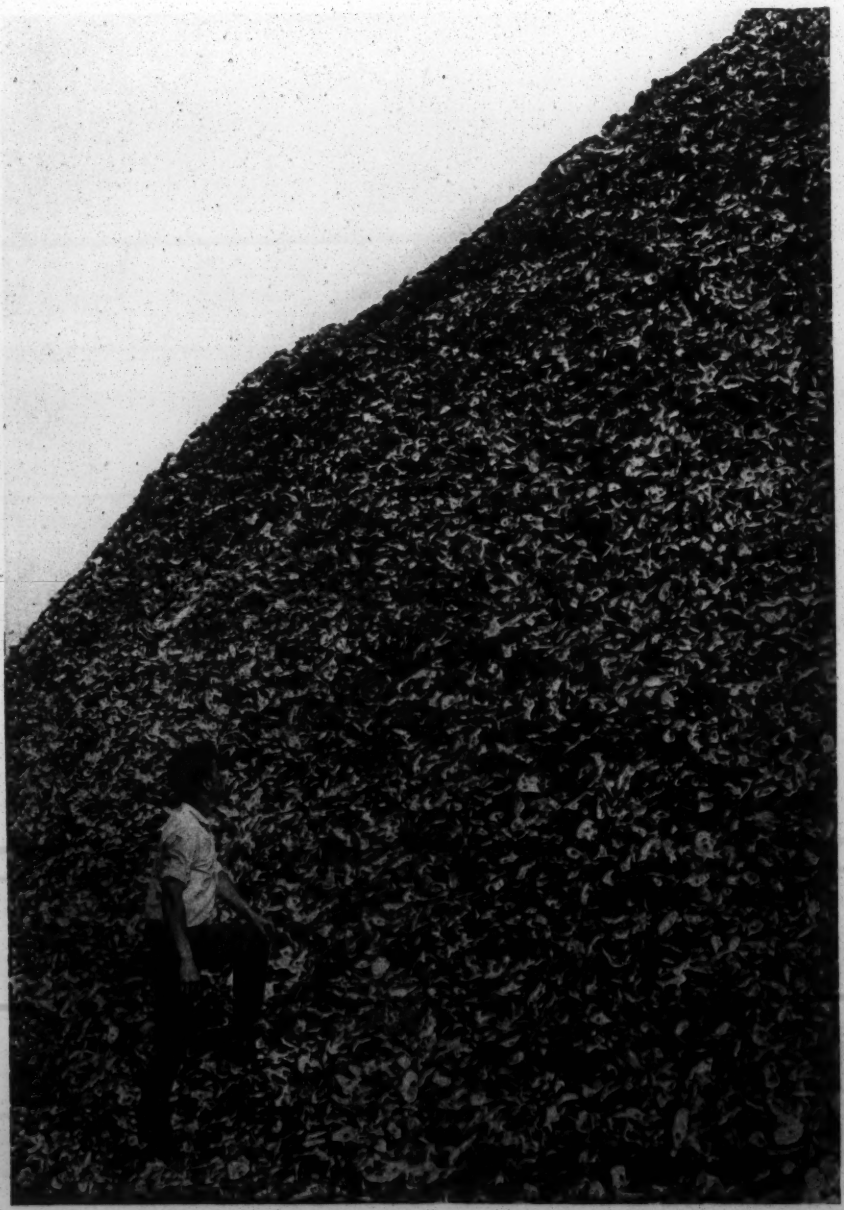
ARCHITECTURAL MODERNISM IN BARCELONA

On many of the buildings of the city the undulating lines of a new architectural mode are to be seen (See Bulletin No. 4).



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A MOUNTAIN OF OYSTER SHELLS

This mammoth reminder of the wealth in sea food which Maryland derives from Chesapeake Bay is now being converted into chicken feed at one of Baltimore's factories (See Bulletin No. 3).